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Suppers given by Reigning Monarchs,
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SOLE AGENTS:-

A. S. WATSON & CO.,
LIMITED,

ALEXANDRA BUILDINGS.

Hongkong, 12th February, 1909. [29]

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Codes: A.B.C. 5th Ed. Liebig.
P.O. Box, 64. Telephone No. 12.HONGKONG OFFICE: 10A, DES VŒUX ROAD
LONDON OFFICE: 131, FLEET STREET, EC

The Daily Press.

HONGKONG, FEBRUARY 13TH 1909.

WHETHER success crown his efforts or not
it will be conceded by even his political
opponents that the Right Honourable Mr.
HALDANE has wrought greater changes in
the constitution of the British Army than
any of his immediate predecessors. For
years Army Reform has been one of the
questions which divided cabinets and
sundered parties, but the need was not
widely recognised until the South African
war. Since that eventful struggle not a
few ministers have come to grief in attempting
a solution of the problem and it is not
yet certain that Mr. HALDANE's experiment
with the Territorials will give the results
which its promoter anticipated. There are
many who prognosticate failure, but perhaps
the wish is father to the thought, for
should the new scheme prove ineffective
there can be little doubt that conscription
will follow. However, we are not concerned
with that prospect at present. We are more
interested in the statement which the right
honourable gentleman made at a dinner in
London the other evening when he announced
that negotiations were proceeding
between the Home Government and the
Over Seas Dominions for the creation of an
Imperial Army. Mr. HALDANE, according
to the telegraphic information which we
published yesterday, added that this was a
natural extension of the chain of defence.
Admittedly, the principle is right and

proper—an imperial army for the defence
of the empire; but we may be pardoned if
we doubt its practicability. We know from
experience that if the Mother Country
needed assistance it would be readily
forthcoming from her colonies. The demon-
strations of loyalty and the equipment of
useful additions to our fighting force in
South Africa by the Colonies were
perhaps the brightest features in the war
with the Boers, and it hardly needs to be
stated—the fact is so universally admitted
that, should a like occasion again arise,
there will be the same speedy response
from the larger Colonies. Apostles of
empire have preached the need for a
greater union between the Mother Country
and her Colonies, and Tariff Reform has
been advocated as one of the ways to this
end. Now it would appear as if Mr.
HALDANE had sought to apply some of the
Imperial ideas of this school of thought
to his development of an adequate fighting
force for Great Britain and the Empire.

By Over Seas Dominions we presume is
meant the large self-governing colonies—
Canada, Australia, New Zealand, and prob-
ably South Africa itself. Without impeach-
ing the loyalty of those colonies, we venture
to express the opinion that even should they
decide to furnish contingents to be trained
in Britain, or should they agree to place
their armies under the control of British
generals, the solution of the problem of an
effective fighting force for the protection of
Great Britain will not thereby be solved.
It is only natural to expect that if a colony
raises an army for defensive purposes that
it should remain in its own territory, and we
can imagine that Australia, for instance,
which is deeply concerned at present over
the question of its defence, would hesitate to
consent to a scheme which involved the
separation of part of its army. Of course
the project might mean nothing more than
an arrangement whereby all these colonial
armies were placed under the same control
and this imperial army administered like
the Civil Service. Such a plan would
doubtless represent a greater degree of
cohesion than obtains at present, but even
then it would not be a solution of the diffi-
culty which is still before the Imperial
Government. The need for an adequate
army would still remain, and it would be
conjecture what new scheme the Secre-
tary for War has evolved, and we await the
publication of its details with some interest.

The annual dinner of Devonians in Hongkong
takes place this evening at the Hongkong
Hotel.

The German Mail of the 13th January was
delivered in London on the 11th inst.

The Volunteer Church parade takes place to-
morrow when the Volunteers will attend service
at St. John's Cathedral.

Another performance of "The Geisha" by
the Portuguese Lilliputians will be given at the
hall of Luiz de Camões at the Lusitano Club
this evening, and judging by past performances,
there should be a record attendance.

The police have been warned that a person
named J. R. Grimble, who was born in Hong-
kong, has returned here from Shanghai, and
they wish the public to be on their guard
against him.

The "Berliner Tageblatt" is au-
thoritatively informed that Prince
Bulow and Sir Charles Hardinge had
a conference lasting several hours and
that the result was "extraordinarily
satisfactory."

German anxiety with regard to
British policy has been dissipated.

JAPANESE AMBASSADOR'S
ARRIVAL IN LONDON.

Sir T. Kato, G.C.M.G., the newly
appointed Japanese Minister to London,
arrived to-day and was met at
Victoria Station by the staff of the
Embassy and practically the whole
Japanese Colony.

Mr. J. H. Oxberry prosecuted six natives for
trespassing on his servants' quarters at 16
Wong Nei Cheong Road, Mr. Wood, who
heard the charge at the Magistracy yesterday,
sentenced each of them to pay a fine of two
dollars or go to prison for seven days.

A Chinese widow residing at Yaumati is
suffering a severe sense of loss. She parted
with her fourteen months old son to a man to
sell but he did not return with the proceeds,
and she has reported the matter to the police
who are looking for the absconding party.

The Hongkong Civil Service List for 1909,
which is compiled in the Colonial Secretary's
Office, is out. The information in the book has
been brought up to date, though we note one
oversight on page 96, which contains the List of
Honours, conferred on persons in Hongkong (now
living). The promotion of Sir James Stewart
Lockhart in the most Distinguished Order of St.
Michael and St. George has been overlooked,
though the other honours conferred in 1908 are
fully recorded.

Yesterday was the centenary anniversary of
the birthday of Abraham Lincoln as well as of
Charles Darwin. The anniversary of Lincoln
was to be observed in the schools of Manila by
orations and essays on his life and work. There
was also to be a general celebration in the
Botanic Gardens at which the Governor-
General was to preside and a salute of 16
guns was to be given to the Union by
both the Army and the Navy. The Quill
Club had arranged for a meeting in the
evening at which ten-minute addresses would
be delivered by the following gentlemen and
upon the themes here indicated.—A preliminary
tribute, Dr. S. B. Bessiter; Lincoln as
statesman and President, Commissioner New-
ton G. Gilbert; Lincoln as Commander in
Chief of the Army and Navy, Gen. Tasker H.
Bliss; Lincoln as lawyer and citizen, Governor-
General James F. Smith; The literary side of
Lincoln as revealed in his speeches and
letters, Dr. D. P. Barrow.

FROM THE "CHUNG NGOI SAN PO".

CHINESE ROYAL INTERMENTS.

PEKING, February 12th.

It is proposed by the Throne to
spend six million taels to prepare the
graves of the late Emperor Kwong-ti
and the late Dowager Empress.

TELEGRAMS.

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JAPAN AND THE FAKUMEN
RAILWAY.

TOKYO, February 12th.
With regard to the recent criticism by
"The Times" of Japan's attitude
towards the Fakumen Railway question
Baron Komura has no intention of giving way in the least
from the stand taken up.

The question is at present under
discussion at Peking.

[REUTTER'S SERVICE TO THE "HONGKONG
DAILY PRESS".]THE ROYAL VISIT TO
BERLIN.

LONDON, February 11th.
The British and German news-
papers agreed that the visit of Their
Majesties King Edward and Queen
Alexandra to Berlin has been a striking
success beyond all expectations.

THE IMMIGRATION IN
CALIFORNIA.

LONDON, February 11th.
President Roosevelt has telegraphed
to Mr. Gillett, the Governor of
California, congratulations upon the
rejection of the Bill objectionably
discriminating against the Japanese
and says that in this way California
has done right for the nation and it
becomes more obligatory on the nation
to safeguard California's interests. He
would personally do all he could to
that end.

Governor Gillett says the Assembly
will now consider the proposed
appropriation for compiling a Japanese
census in California, and if the data
gathered necessitates such action
Congress will be urged to enact an
Asiatic Exclusion Bill.

SATISFACTORY CONFERENCE
AT BERLIN.

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Negotiations are proceeding to settle
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the dispute begun in 1887.

PAN-ANGLICAN CONGRESS
THANK-OFFERING.

LONDON, February 12th.
The allocation of the Pan-Anglican
Congress thanksgiving has been
settled. China and Japan each received
£30,000, and a Theological College
is to be built in Tokyo.

FROM THE "CHUNG NGOI SAN PO".

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A VICEROY'S ALARM.

PEKING, February 12th.

The Viceroy of Chihli, taking alarm
at the dismissal of Yuan Shi Kai, has
petitioned Prince Ching for his
protection.

RETIREMENT OF DR. BATESON
WRIGHT.

We are officially informed that Dr. Bateson
Wright, the Headmaster of Queen's College, is
retiring from the Colonial Service in April.
Dr. Wright has been in the Colonial
Service nearly twenty-seven years. He came
out in January 1882 to take up the appointment
of Head Master of the College, but his
first year in the Government Service was
spent in the capacity of acting Inspector of
Schools. When he entered upon his duties as
headmaster of the College the roll numbered
about 400. The College now has a roll of about
1,400. How many thousands of boys have
passed through the College in the long period
of Dr. Wright's connection with the school we
cannot say, but this we know that there are
thousands scattered all over the Chinese
Empire who hold the name of Dr. Bateson
Wright in the highest respect and gratefully
remember his painstaking and conscientious
work in the school.

[FROM THE MANILA "CABLENEWS".]

TORNADA IN THE SOUTHERN
STATES.

Washington, February 8.
Word has been received here of a destructive
tornado that has swept through the South doing
great damage to life and property. The storm
left a trail of death and devastation through
three States, sweeping through Mississippi,
Alabama and Georgia. The extent of the
damage wrought cannot be estimated at this
time.

AEROPLANE CLUB.

OVER 4,000 APPLICATIONS FOR MEMBERSHIP.

Captain A. W. Gamelin, who is associated
with Captain W. G. Windham in establishing
the Aeroplane Club for Great Britain, stated
recently that an announcement that such an
institution was in contemplation had brought a
host of letters of appreciation and applications
for membership.

The club will probably start with
between 4,000 and 5,000 members, and is thus
an assured success. Offers of four excellent
buildings, three in偶像, have been
received; one is for the free housing of the
club for a period. Many of the applicants for
membership guarantee from £5 to £10 to
closed cheques for £100,000, to assist in their
first year's subscription to assist in this way.

Among the applicants are many Navy and
Army officers and distinguished motorists such as
Mr. S. F. Edge. Over 100 gentlemen are
ready to act on the first committee. The mass
of correspondence which has reached the office
at 22, St. John's Hill, Clapham Junction, shows
the keenest interest in aeroplane discoveries
and a general eagerness not to let Britain lag
behind the Continent. Several offers of ground
for trial purposes have reached Captain Gamelin,
and a great many letters are from would-be
inventors. One man of considerable wealth has
sent on a scheme for reaching the North Pole
by aeroplane.

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closed cheques for £100,000, to assist in their
first year's subscription to assist in this way.

On the 12th at 11.45 a.m.—The depression,
which has descended considerably, is moving
into the Pacific near Nemu.

The barometer has risen elsewhere, except
over the S. Philippines where a slight fall has
taken place.

The anticyclonic area remains over the con-
tinent to the N. of the Yangtze.

Strong to hard monsoon may be expected in
the Formosa Channel and the China Sea.

Hongkong rainfall for the 24 hours ending
at 10 a.m. to-day, 0.00 inches.

WEATHER REPORT.

The Hongkong Observatory yesterday issued
the following report:

On the 12th at 11.45 a.m.—The depression,
which has descended considerably, is moving
into the Pacific near Nemu.

Where were you?—I was inside the shop
with P. C. Hedge.—He was outside the door of the
kitchen. The robber fired three times. On
the third shot he saw Laing Wong Sing leaning against
the wall and found his revolver under the fire place. With
the assistance of another policeman, they secured
deceased and took him to the Police Station. He did not struggle but he was unwilling to go. They searched him to see if he had any more
firearms.

By the Court—P. C. Hedge fired into
the kitchen three times. Where was this man?—

Did he go round the wall?—P. C. Hedge fired
round the corner.

Where were you?—I was inside the shop
with P. C. Hedge. I was outside the door of the
kitchen. There was one wall between them.

Where were the other constables?—At the
door.

P. C. Hedge was then called. About 11.15
p.m. on the night in question while on patrol,
opposite the Pumping Station he saw a large
crowd coming toward him, several blowing
whistles. He saw they were chasing one man
and on his attempting to stop him the latter
pointed his revolver at him and fired,
afterwards running into a shop. Witness
followed. The man pointed his revolver at
witness and fired again. That was in the
kitchen, witness being in the doorway. The
officer drew his revolver and fired low, thinking
it would frighten the man. Instead the latter
pointed his revolver at the officer. He there-
upon shot the deceased who called out and
witness, putting his revolver away, made to arrest
the man. The latter struggled fiercely and
witness had to make use of his truncheon before
he could arrest him. Deceased dropped his
revolver which was picked up by one of the
detectives and handed him. On examination he found
five empty cartridges. He took deceased to the
Police Station. Later he identified the body of
deceased at the hospital.

Did you see the last witness?—Yes.

Could you remember where he was?—No.

How many shots did you fire altogether?—Four.

LOCAL SPORT.

To-day's engagements are:—
 LEAGUE CRICKET.
 Craingewower v. Civil Service.
 R.G.A. v. Telegraphs
 Hongkong "B" v. Police.
 LEAGUE FOOTBALL.
 Buffs v. R.A.M.C.
 R.E. v. R.G.A.
 Lusitano v. B.O.C.
 SHIELD FOOTBALL.
 H.K. Club v. H.M.S. King Alfred
 Naval Yard v. H.M.S. Bedford.

LEAGUE CRICKET.

CRAINGEWOWER v. CIVIL SERVICE.

To be played on the ground of the former, starting at 2 p.m. Teams: Civil Service—R. O. Hutchison (Captain), F. A. Biden, L. E. Brett, H. Ellis, J. McEwen, H. R. Phelps, A. R. F. Raven, E. B. Reed, W. H. Sutherland, F. Sutton, R. C. Witchell, Reserves.—A. G. Pile and A. M. Thornhill. Craingewower—L. E. Lammert (Capt.), G. A. Hancock, A. O. Brown, R. Bass, W. H. Viveash, H. L. Manderson, A. Osman, J. D. Noris, R. Pestonji, L. A. Rose and S. B. Batliwala.

R. G. A. v. TELEGRAPH.

The military team should turn out a stronger eleven to-day as several of their players have returned from Manila.

HONGKONG "B" v. POLICE.

To be played on the Club's ground starting at 2.15 p.m. Teams: "B" team—Messrs. R. Hancock, H. Hancock, T. E. Pearce, A. A. Charlton H. D. Sharpen, A. O. C. Leith, Lt. J. S. Sill, A. O. Lang, S. S. Logan, F. H. H. Stover, A. N. Other. Police—Messrs. King, Langley, Kerr, Pitt, Edwards, Foley, Ogg, Cockle, Deviney, Fowler, and Bell. Reserve: Taylor.

LEAGUE TABLE.

Club	Played	Won	Lost	Drawn	Points	Per cent
Hongkong "B"	8	8	0	0	8	100.00
Civil Service	11	9	1	1	82	75.00
Hongkong "A"	9	5	1	3	4	66.66
Telegraphs	10	7	2	1	5	55.55
Craigewower	12	3	5	4	22	25.00
R.G.A.	10	3	6	1	3	33.33
Kowloon	11	2	9	0	7	63.63
Royal Engineers	9	1	7	1	6	75.00
H.K. Police	10	1	8	1	6	77.77
N.B.—A win counts 1 point.						
A loss						
A draw						

OTHER CRICKET.

KOWLOON v. NAVY.

A match will be played this afternoon between Kowloon and a team representing the Navy, starting at 11 a.m. For Kowloon the following will do duty:—Major E. R. Chitty, Capt. H. Balderston, Lieut. E. J. Haughton, Lieut. E. Byrne, Capt. Beasley, W. E. Dixon, W. E. Martin, J. P. Robinson, S. Lightfoot, Lieut. J. Mackenzie.

LEAGUE FOOTBALL.

BUFFS v. R.A.M.C.

Played on the Military ground under the supervision of Capt. Lockyer. Kick-off 4 p.m. Teams: Buffs—Fitzpatrick; Tamsett and Bartlett; Dore, Wren, and Holloway; Kelly and Brewster; Taylor; Drew and Barker. R.A.M.C.—Foulkes; Bedford and Broughton; Caborn; Barr and Woogar; Mills and Crews; Kingley, Watt and Nash.

R.E. v. R.G.A.

Kick off at 2.30 on the Naval ground at the Happy Valley. Teams: R.E.—McGregor; Coxon and Beardmore; Edwards, McCrory, and Lamb; Jackson and Morrison; Meaney; Taylor and LeGrove. R.G.A.—Beasley; Oxley and West; Jones, Weaver and McGregor; Crump and Haughton; Macfarlane; Bellis and Simonds.

LUSITANO v. B.O.C.

Kick off at 4 p.m. at Causeway Bay. Team, Lusitano—P. A. Cordeiro; L. Cordeiro and J. C. Barreto; A. H. Hyndman, F. Soares, and A. V. Barros; H. A. Hyndman and E. Osorio; R. Silva; V. Azavedo and A. Ribeiro. B.O.C.—Khan; Abbas and Abbas; Chew, Wong and Cordeiro; Goldenberg and Jex; Blakenore; Paislow and Chunyut. Reserves: White and Muskett.

SHIELD FOOTBALL.

NAVAL YARD UNITED v. BEDFOED.

Lt. Mullins will referee this match, which is to be played on the Naval ground, starting at 2.30 p.m. Naval Yard will be represented by Whiteaway; Joughin and Bacon; Pasco, Glover and Denning; Wilks and Carters; Gillespie; Harding and Dalglish.

KING ALFRED v. CLUB.

This game will be played on the Club's ground, kick off at 4 p.m. Capt. Edwards will referee.

HOCKEY.

KOWLOON C.C. v. THE BUFFS.

On Monday at Kings Park, Kowloon, the above will meet in the Shield Competition.

The following will represent the home team:—W. S. Jeffries; P. Schluter; A. P. Storrie; D. Neilson; H. F. Stanham; H. Summers; J. H. Mead; W. L. Wease; C. E. Libeaud; W. N. Edwards; and L. J. Blackburn.

THE RUINS OF POMPEII.

Pompeii is still yielding remarkable "finds." The latest, unearthed near Porta Nolana, is a man's perfectly preserved skeleton. By its bony hand lay a little bag of coarse cloth, containing fifty ancient coins, uninjured by 1829 years of burial. The coins are nearly all of silver and beautifully minted; nothing like them is produced by the scientific appliances of to-day. The skeleton's posture proved that the living man, fleeing with his money, was overwhelmed by the lava and mud from Vesuvius. The place where the skeleton was excavated is a raw field for exploration and other important discoveries are expected there. But the fruits of Dr. Waldstein's new explorations at Herculaneum are awaited with even greater impatience, for Herculaneum is incomparably richer in art treasures than Pompeii.

REVIEW.

The Letters of Queen Victoria: a selection from Her Majesty's correspondence between the years 1837 and 1861. London: John Murray.

This is a work with which every British subject should make himself acquainted. Its re-issue, by command of His Majesty the King at a popular price, brings the work within the reach of all. Mr. Arthur Benson and Viscount Esher, who edited the work found the duty of making a selection a task of no ordinary difficulty. Her Majesty, we are told in the preface, dealt with her papers from the first in a most methodical manner; she formed the habit in early days of preserving her private letters and after her accession to the throne all her official papers were similarly treated and bound in volumes. This result is that the collected papers form what is probably the most extraordinary series of State documents in the world. The papers which deal with the Queen's life up to the year 1861 have been bound in chronological order and comprise between five and six hundred volumes. The Editors have made such selections from these as serve to bring out the development of the Queen's character and disposition, and to give typical instances of her methods in dealing with political and social matters—"to produce, in fact, a book for British citizens and British subjects, rather than a book for students of political history." To show the nature of the work we quote from the first volume two documents relating to the early history of Hongkong:

Viscount PALMERSTON TO QUEEN VICTORIA. Foreign Office, 10th April 1841.

Viscount Palmerston presents his humble duty to your Majesty, and has the honour to submit the accompanying letter, which he received yesterday, about the operations in China, and which have just been returned to him by Viscount Melbourne, whose letter he also transmits.

"Something very light, perhaps. These islanders you soon find, have little regard for lightness. . . . Ere long the passive bulk of resistance wears you into eggs and bacon, and cold meat, and jams, for your first meal of the day.

SMOOTH-MOVING, CONFIDENT BULK."

"Little things are typical. What you want is not refused you, but what they have and like is gradually forced upon you.

"Thus they govern their Colonies. No raising of voices, no useless and prolonged discussion, no heat generated, no ridicule of your habitation or of their own, none of these, but just slow-moving, unchanging, confident bulk!"

"The monotonous and solemn. 'Yes, sir.' 'Thank you, sir, of the servants may lead you to suppose that at any rate this class of English man and woman in service, is lacking in the national trait of confidence, is perhaps amenable to suggestions of a change.

"On the contrary, this class less even than others. The manner and speech are merely mechanical.

"They will not overstep the boundary lines of your personal position, and they jealously guard the boundaries of their own.

WHY SERVANTS NEED NO TRADE UNION.

"When we come to know them better we find that, although they are of all the labouring classes completely unorganised, without unions or societies, they are the one class who have kept up and increased the standard of wages.

"As a class they have made no claims, they have not appealed to the public, or to the politician, but they have, none the less, increased their demands and obtained their demands.

"My only explanation is that as they are the class coming most closely in contact with the ruling class they have absorbed and used the methods of that class. They hold themselves at a high value, assert that value, and wherever and whenever possible, take all they can get.

"Above all things, do not forget the most important factor of all—they are all English, they are all of the same race as their masters. This explains, if not everything, almost everything.

NO SHOUTING IN THE STATIONS.

"I was at a cricket match. My daughter and I walked round to the entrance to the reserved seats stand. I asked for two seats. 'Where would you like them, sir?' asked the attendant. He saw that I hesitated and said, 'Go in and see where you would like to sit, come back and tell me the numbers of the seats you have chosen and I will give them to you.'

"These people must know their business or somebody would be left behind, somebody would get into the wrong train; they do know their business.

"We are soon to find that this is the country of personal freedom, and also personal responsibility.

"You may do as you please unchallenged, unscrupulously unreported, unphotographed, unheralded, unnoticed even, as in no other country in the world, but the moment you do what you ought not to do, from the policeman to the court, and thence to the gaol, is a shorter road here than anywhere else.

"So much personal liberty is only possible where justice is swift, unprejudiced, impartial, and sure.

BRILLIANCE OF THE MALE.

"It is apparent that the men are heavier here than with us, apparent, too, that this is a land of men, ruled by men, obedient to the ways and comforts and prejudices of men, not women. Here the male bird has the brilliant plumage.

"The best of them, as one sees them in Piccadilly, in Bond-street, in St. James's-street, in the clubs, in the park of a Sunday after church, are fine-looking fellows, well set up, and scrupulously well-groomed and turned out.

"But the women! What hats, what clothes, what shoes, what colours, what amorous figures!

"What permits that nice-looking girl to wear a white flannel skirt, a purple jacket, and a fur hat with a bunch of small feathers sticking out of it at right angles?

"Here is another with an embroidered linen coat, and a bit of ermine fur, and a straw hat with flowers on it!

THE BEEFY ENGLISH COMPLEXION.

"The complexion of the English have often been exploited for our benefit. The damp climate and the exercise out-of-doors produce this, they say. But on examination it proves to be not the red of the rose, but the red of raw beef, and often streaky and fibrous at that.

"The features are large and the face high-coloured, but it is not a delicate pink, it is a coarse red. At a distance the effect is charming, bright, refreshing; but close to, often rather unpleasant.

"The shoe wear the colours, so to speak, of men for just about a century, or since the Napoleonic wars. It is hardly to be expected that, having been so long dominant, they should not be domineering.

"This expressed itself in the best Englishman by an easy and natural attitude of confidence and repose; but in the second and third rate Englishman by an attitude of provincial bumptuousness and impudence unequalled in the world.

"This is what has made the Englishman the most unpopular, one may say the most generally disliked, of men. The Germans and the Irish hate him; the French dislike and distrust him; the average American takes his awkwardness, or what Carlyle once called "his pot-bellied equanimity," for patronage, and is for ever irritated by him, now that he is too big to be bothered by him as a bully.

"His power, his stability, his honesty have won him allies and made allies for him to-day, but he has no friends. It would be a sad day for the lion if he lost his teeth and claws. The real attitude of other nations toward him would surprise him.

"WHY ENGLISHMEN ARE DISPLACED.

"The English have been dominant in the affairs of men for just about a century, or since the Napoleonic wars. It is hardly to be expected that, having been so long dominant, they should not be domineering.

"This expressed itself in the best Englishman by an easy and natural attitude of confidence and repose; but in the second and third rate Englishman by an attitude of provincial bumptuousness and impudence unequalled in the world.

A MAN'S COUNTRY.

"That England has become the great Empire, she is because she is a man's country, this fact at any rate will protrude itself, unmistakably at every turn.

"Who is this Englishman? What is he?

"Why is he? Where and how does he live?

"Above all, why has he conquered the world? How much longer will he be supreme? Those are the questions of interest.

"Look at the people who swarm the streets to see the Lord Mayor's Show, and where will you

see a more pitiable sight? These beef-eating, port-drinking fellows in Piccadilly, exercised, scrubbed, groaned, they were well enough to be sure; but this other side of the shield is distressing to look at. Poor, stunted, bad-complexioned, shabbily dressed, ill-dressed; are these pork-eating, gin-drinking denizens of the East End.

"Crowds I have seen in America, in Mexico, and in most of the great cities of Europe—of India and China I know nothing. Nowhere is there such squalor, such pinching poverty, so many undernourished, so many plainly and revoltingly diseased, so much human rotteness as here. This is what the climate, the food, and the drink, and man's rule of the weaker to the

strong, all accomplish for the weak.

"See them at the great race on the Epsom Downs on Derby Day. As you look from your coach top you see a black mass of people. No sign of a track, no sign of order, no sign of a race. A bell rings, two or three policemen on horseback, half a dozen more on foot, begin moving along the track, and this enormous crowd moves aside, makes a lane; the horses come out, dash away, the race is run, and back they swarm again.

"The same at the Lord Mayor's Show.

"See them at the great race on the Epsom

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NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

NEW ADVERTISEMENTS



QUEEN'S COLLEGE.

TERM BEGINS on MONDAY, the 15th inst., at 9 A.M.
Hongkong, 12th February, 1909. [331]

FIRE INSURANCE ASSOCIATION OF HONGKONG.

RACE HOLIDAYS.

NOTICE IS HEREBY GIVEN that FIRE INSURANCE OFFICES will be CLOSED for the Transaction of PUBLIC BUSINESS at 11.45 A.M. on TUESDAY, WEDNESDAY and THURSDAY, the 16th, 17th and 18th inst., respectively.

By Order, A. R. LOWE,
Secretary.
Hongkong, 13th February, 1909. [329]

MARINE INSURANCE ASSOCIATION OF HONGKONG.

RACE HOLIDAYS.

NOTICE IS HEREBY GIVEN that MARINE INSURANCE OFFICES will be CLOSED for the Transaction of PUBLIC BUSINESS at 11.45 A.M. on TUESDAY, WEDNESDAY and THURSDAY, the 16th, 17th and 18th inst., respectively.

By Order, A. R. LOWE,
Secretary.
Hongkong, 13th February, 1909. [330]

HONGKONG ROPE MANUFACTURING COMPANY, LIMITED.

THE 25TH ORDINARY ANNUAL MEETING of SHAREHOLDERS in the above Company will be held at the Company's Office, St. George Building, 6, Connaught Road, Victoria, on SATURDAY, the 27th February, 1909, at Noon, for the purpose of Receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1908, and electing a Consulting Committee and Auditors.

THE TRANSFER BOOKS of the Company will be CLOSED from THURSDAY, the 23rd of February, to SATURDAY, the 27th February, both days inclusive.

SHEWAN, TOME & CO.,
General Managers.
Hongkong, 12th February, 1909. [334]

THE CHINA FIRE INSURANCE CO., LIMITED.

THE FORTIETH MEETING of SHAREHOLDERS in the Company will be held at the Company's Offices, No. 3, Queen's Road, Central, Victoria, on THURSDAY, the 4th March, 1909, at 12 o'clock Noon, for the purpose of Receiving a Statement of Accounts and the Report of the Directors for the year ending 31st December, 1908.

THE TRANSFER BOOKS of the Company will be CLOSED from 19th February to 4th March, both days inclusive.

By Order, C. PEMBERTON,
Secretary.
Hongkong, 13th February, 1909. [335]



IN THE SUPREME COURT OF HONGKONG.

In the Matter of the Estate of ALFRED ILIFFE, late of Victoria in the Colony of Hongkong Clerk in Holy Orders, deceased.

NOTICE IS HEREBY GIVEN that the Court has by virtue of Section 58 of the Probate Ordinance, 1897, made an Order limiting to the 12th day of March, 1909, for sending in Claims against the above estate.

All Creditors are hereby required to send their Claims to the undersigned before the said date.

Dated the 8th day of February, 1909,
ARATHOON SETH,
Official Administrator. [332]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI, YOKOHAMA AND KOBE.

THE Company's Steamship.

"VORWAETS".

Capt. Bodnar, will leave for the above places on FRIDAY, the 19th inst., P.M.

This steamer has special accommodation for passengers, electric light, carries a doctor and stewardess.

For Freight or Passage, apply to
SANDER, WIELER & CO.,
Agents,
Princes' Building.
Hongkong, 13th February, 1909. [3]

THE BANK LINE, LIMITED.

NOTICE TO CONSIGNEES.

STEAMSHIP, "SUVERIC,"
FROM TACOMA, SEATTLE, VICTORIA, MOJI AND MANILA.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LTD.,
Agents.
Hongkong, 12th February, 1909. [8]

NEW ADVERTISEMENT

IMPERIAL GERMAN MAIL LINE,
NORDDEUTSCHER LLOYD, BREMEN.
FOR SHANGHAI, NAGASAKI, HIOGO
AND YOKOHAMA.

THE I.G.M. Steamship

"PRINZESS ALICE".
Captain P. Groen, will leave for the above places TO-DAY, the 13th inst., at 2 P.M.

NORDDEUTSCHER LLOYD.
For further Particulars, apply to
MELCHERS & CO.,
General Agents.
Hongkong, 13th February, 1909. [5]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at Port Darwin, and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND,
TASMANIA, &c.)

THE Steamship

"ALDENHAM".
Captain St. John George, will be despatched as above on WEDNESDAY, 3rd March, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.D.—To assure the additional comfort of passengers the Steamer of the Company have electric fans fitted in staterooms.

For Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 13th February, 1909. [333]

FROM EUROPE

THE H.A.L. Steamship

"DORTMUND"

Captain Malchow, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless to the contrary be given before To-day.

Any Cargo impeding his discharge will be landed at consignees' risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and restored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 18th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns where they will be examined on the 17th inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE.
Hongkong Office.
Hongkong, 12th February, 1909. [323]

INTIMATIONS

RACE HOLIDAYS.

THE EXCHANGE BANKS will be CLOSED for the Transaction of PUBLIC BUSINESS at 11.45 A.M. on TUESDAY, WEDNESDAY and THURSDAY, the 16th, 17th and 18th instant, respectively.

Hongkong, 11th February, 1909. [310]

NOTICE.

M. GUMELINDO JESUS SEQUEIRAS is authorised to Sign my Firm for Procurement from This Date.

A. R. MARBY.

Hongkong, 11th February, 1909. [327]

NOTICE.

THE ANNUAL DEVONIAN DINNER will be held at the HONGKONG HOTEL, TO-NIGHT (SATURDAY), 13th FEBRUARY, 1909, at 8 o'clock P.M.

DEVONIANS wishing to attend are requested to send in their Names to

M. S. NORTHCOTE.

Hon. Secretary.

Hongkong, 12th February, 1909. [321]

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Hon. Secretary.

Hongkong, 12th February, 1909. [315]

NOTICE.

THE ELECTRIC TRACTION COMPANY OF HONGKONG LTD.

HONGKONG RACES, 1909.

ON the 16th, 17th, 18th and 19th of February, a SPECIAL SERVICE OF CARS will be run between the Post Office and Race Course.

The Ordinary Stopping Place will not be recognised, but Cars will stop on request of Passengers desiring to enter or alight.

All Cars will stop at Garden Road.

Passengers leaving the Race Course are requested to await the arrival of Cars at the terminus and not to board Cars on the way up.

J. GRAY SCOTT, General Manager.

Hongkong, 12th February, 1909. [314]

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Hongkong, 12th February, 1909. [318]

Cunliffe, Russell & Co.
10 & 12, Place de la Bourse, PARIS
SECURITIES issued by European Govt. and Municipalities offering prospects of immense returns. PAMPHLETS
To be purchased for cash or on the "Times" system of monthly payment.
CUNLIFFE, RUSSELL & CO. being the oldest established firm of dealers in Premium Bonds in the world, offer advantages absolutely unobtainable elsewhere. Bonds guaranteed. Exceptional facilities for payment. Numbers checked after every drawing. Results of Drawings in English. Holders of drawn Bonds advised at once. Prizes collected free of charge. Bonds purchased at sight. Loans granted on Premium Bonds. Services confide in. Last Bond drawn. All transactions confidential.

AS SUPPLIED TO THE HOUSE OF LORDS, AND HOUSE OF COMMONS.

THORNE'S OLD VAT

PER CASE
SCOTCH WHISKY.
15

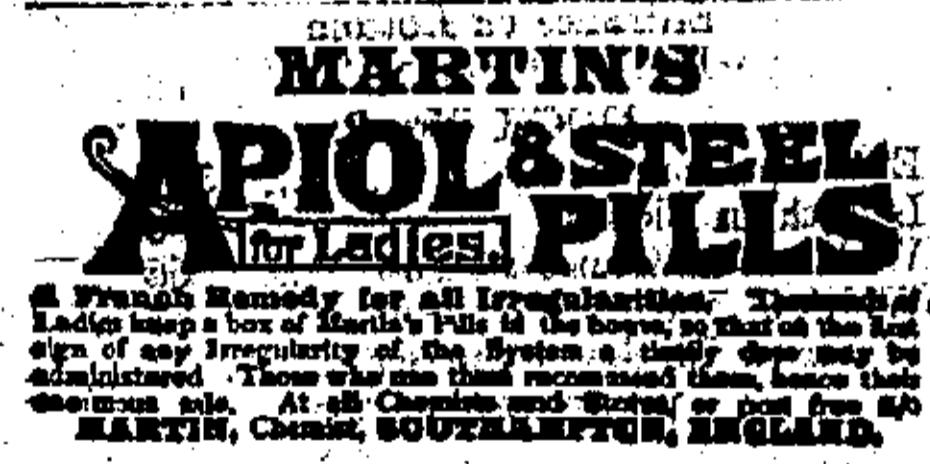
THIS VAT WAS STARTED BY THE LATE AGENT PHILIP OF GREENOCK AND HAS BEEN SOLD AS IT IS SINCE 1831.

SCOTCH WHISKY.
SOLE AGENTS IN HONG KONG, CHINA & MANILLA.
A. S. WATSON & CO. LTD.



See for Illustrated Pump No. 701.
MERRYWEATHER & SONS, 13, Long Acre, W.C.
Works—Greenwich, S.E., London.

80-1



A SAFE REMEDY FOR ALL SKIN AND BLOOD DISEASES
If you suffer from any disease due to an impure state of the blood, from whatever cause arising, you should take the value of Clarke's Blood Mixture, the world-famed Blood Purifier and Restorer. This medicine has 40 years' reputation, and is to-day more popular than ever, the reason of this being undoubtedly because this wonderful remedy does what it promises to do—it cures skin and blood diseases PERMANENTLY.

Clarke's Blood Mixture
IS THE FINEST BLOOD PURIFIER EVER DISCOVERED.

It is warranted to cleanse the blood from all impurities, from whatever cause arising. For SCROFULA, RAD LEGS, SCURVY, ECZEMA, BLOOD-POISON, SKIN AND BLOOD DISEASES, SORSES OF ALL KINDS. It is a safe and permanent remedy.

NOTE. This mixture is pleasant to the taste and, we warrant, free from anything injurious to the most delicate constitution of either sex, from infancy to old age, and the Proprietors heartily encourage to give it a trial to test its value.

Thousands of wonderful cures have been effected by it.

TRYED MANY THINGS WITHOUT BENEFIT UNTIL I TOOK CLARKE'S BLOOD MIXTURE.

Mr. F. E. Lewis, 49 Bridge Street, Rev. Glester, writes: "Just a line in favour of 'Clarke's Blood Mixture.' I had become fat for seven months, and tried many things without benefit until I took your remedy. The eighth bottle I was quite well again. Please accept this letter as a token of gratitude to your wonderful 'Clarke's Blood Mixture.'"—Jane 31, 1907.

Sold by all Chemists and Patent Medicine Vendors throughout the World.

CLARKE'S BLOOD MIXTURE

and beware of worthless imitations and substitutes.

[37]

LADY GYMNAST'S AWKWARD PREDICAMENT.

FALLS VICTIM TO NERVE DEBILITY AND ANEMIA WHEN FULFILING AN IMPORTANT PROFESSIONAL ENGAGEMENT.

DR. WILLIAMS' PINK PILLS
THE WORLD FAMOUS BLOOD, AND NERVE TONIC BUILT UP HER NERVES, RESTORED HER HEALTH AND STRENGTH.

Miss Florrie Florizell, the clever and popular contortionist and gymnast now on tour in the Far East with Harbinson's Circus, is known as the "Florizell Aerial Beauty," and all who have seen her in her novel and sensational performances will admit that the title fits her well.

It is of the first importance to an artist dependent so entirely on complete "fitness" of nerve and muscle as Miss Florizell is that at all times her health should be in perfect condition for failing this she could no longer perform the difficult and dangerous feats on which her living depends. One can imagine then, this lady a horror when she found, some years ago, that her nervous system was giving way, and her general health was being undermined by that insidious weakness owing to malady "Anemia," or proverty of blood. The fact that she was enabled to continue her work at that trying time, and that she has enjoyed perfect health of body and nerve ever since, Miss Florizell unhesitatingly attributes solely to the great restorative strength-sustaining merits of Dr. Williams' Pink Pills for Pale People.

In the course of an interview recently in Batavia, Java, where Harbinson's celebrated "famous Lady Gymnast" was performing, Miss Florrie Florizell, from a photograph, Cured for many years, Miss of Anemia and Nervous Debility by Dr. Williams' Pink Pills.

details regarding her case. "It was when touring South Africa with Fillis's Circus some years ago that I first discovered the remarkable powers of Dr. Williams' Pink Pills to restore one who was then in a state of debility and run-down," said she. "At this time I was very much afflicted with Nervous Debility and Anemia. I felt a muscular weakness and gradual decrease of strength coming over me; I looked pale and sorrowful, my appetite fell away."

"A lady friend of mine in Fillis's troupe recommended me to try Dr. Williams' Pink Pills for Pale People, she having used them herself with success, and I took her advice. After the second bottle of those Pills my nervousness gradually left me, I could eat well and sleep well, there was a decided improvement in my general health. Since then I have used Dr. Williams' Pink Pills whenever feeling rundown. At present I am in the very best of condition and quite able to perform my arduous work as a contortionist and gymnast, and I attribute this happy state of health entirely to the use of Dr. Williams' Pink Pills, which, in my case are a never failing restorative."

Dr. Williams' Pink Pills for Pale People are the greatest blood and nerve-tonic medicine known to medical science, and they are the proved remedy for Anemia (weak watery blood), Nervous Debility, Malaria, Indigestion, Liver Disorder, Palpitations, Headache, Rheumatism, Sciatica, Paroxysms, Bore-Bore, Pimples, Eczema and Skin complaints, and the after effects of Fevers, Dysentery and Chills. For all the ailments which afflict ladies between youth and middle age they are especially efficacious. They are obtainable at most shops where medicines are sold, and also direct from the Dr. Williams' Medicine Co., 88, Kiukiang Road, Shanghai, at \$1.50 Mex. per bottle or 6 bottles for \$8 Mex.

THE ART OF FLYING.

PROGRESS OF BRITISH INVENTORS.

QUESTIONS FOR SOLUTION.

England will probably not be left behind in the race for the mastery of the air. In the opinion of Major B. E. Baden-Powell our inventors, if they do not actually give in the lead this year, will put us abreast of our rivals, and indications suggest that there will be a considerable number of British aeroplanes capable of long flights before 1910 is ushered in. In a letter published below, Major Baden-Powell points to a number of matters which must soon with the advance of knowledge on the subject of aerial travel, occupy the attention of legislators. The Aeronautical Society and the organisations which view ballooning as a sport have already bestirred themselves, and the knotty problems involved in the question of international control in the air are being considered by the expert gentlemen who are members of these bodies.

Major Baden-Powell informed a representative of *The Daily Telegraph* that "the Aeronautical Society, the oldest body in England dealing with the navigation of the air, had made suggestions to its members that they should think over the question, with a view to discussions at an early date. I noticed that the *Fédération Internationale*, which was formed in France to regulate the sport in the air, is also said to have the subject under consideration. That is that regarding international frontiers, seeing that neither walls nor fences, mountains nor rivers, not even seas, offer insurmountable barriers. Are these aeroplanes to be allowed to traverse frontiers freely, regardless of passports, independent of Custom duties, delict of laws of exiles and laws of immigration? Are they entitled to hover over fortifications, arsenals and dockyards?"

NEW LAWS FOR NEW CONDITIONS.

If, then, such machines are to become at all common, it is very evident that laws must be made and modified to meet the new circumstances.

The first and one of the most important

questions calling for solution is that regarding international frontiers, seeing that neither walls nor fences, mountains nor rivers, not even seas, offer insurmountable barriers. Are these aeroplanes to be allowed to traverse frontiers freely, regardless of passports, independent of Custom duties, delict of laws of exiles and laws of immigration? Are they entitled to hover over fortifications, arsenals and dockyards?

Secondly, there is the very serious question of private property. Are these "air-hogs" (as they are sure to be dubbed) to be allowed to pass over our private property? May they glide over our chimneys, or skim close above our lawns and flower-beds? The law of trespass is intricate as it is, and if proof of damage to property is its mainstay it seems wholly inapplicable to aircraft. Damage due to accidental landings as well as from articles dropped from above, is another matter. Then there must be consideration for enclosures where sporting and other events take place, and where entrance money is collected. In a few years we shall have the centre at Epsom darkened by a vast flock of human vultures vying for places over the winning post. Even if flyers are to be allowed to cross high up in the sky, how can we limit the exact height to which they may travel?

AERIAL SCORCHERS.

If definite laws are adopted controlling such matters, we then get to the still more perplexing problem of how to police these realms of blue. It is all very well to dictate regulations for aerial traffic, but how is the law to be maintained? Aeroplanes travelling at a speed of thirty or forty yards a second got such a start that they cannot easily be followed, and, unconfined to definite tracks, the transgressors cannot be detained on arrival at their destinations. If all machines are to bear registered numbers or means of identification, there must be some international understanding about it, for in time we may have, for instance, thousands of Germans migrating over our heads to America!

POLENCING THE AIR.

"No doubt the question which will have to be placed in the forefront of the deliberations upon the control of the air will be raised by the military authorities. It is easier of solution than many others. It may be described as a 'one man job,' and it must be worked out by the War Office. They have people studying the question, and they know all that is to be known about it. The policing of the air, however, is quite a different matter. How are you to catch the 'air-hog' who drops a bottle from his machine on to a hotel or upon the head of some luckless pedestrian? I do not know of any conference being called to collect opinions upon the regulation of aerial navigation, but in the French papers it is stated that one Minister, M. Barthou, has suggested a conference."

One of the first matters to decide upon is to who is to be considered the responsible head in such affairs. Are these questions for the Home Office, or the Board of Trade to have control? The Foreign Office and Defence Committee will also want to have their say. Then how are such difficult issues to be decided when we have no experts with any experience of aerial navigation (beyond a few trials in very primitive apparatus)? The council of the Aeronautical Society of Great Britain is now considering the various points of importance, and may be able to lay valuable suggestions before such a body as is finally appointed to control those going up in the air in ships. Probably the Aero Club, too, and other bodies may be able to offer good advice. But such institutions cannot make the laws.

In this connection it may be added that an international meeting of aeronauts is to be held this week in London; but this is only assembled with the object of settling certain points in connection with balloon races and other sporting events, and cannot, of course, deal with these vast questions of legislative control.

Coughs and Lung Troubles.

Angier's Emulsion is both different and superior to all other emulsions because it combines the remarkable healing properties of our special petroleum with the tonic properties of the hypophosphites. It not only cures coughs and heals the lungs, but it promotes appetite, aids digestion and builds up strength.

Angier's Emulsion

PETROLEUM WITH HYPOPHOSPHITES

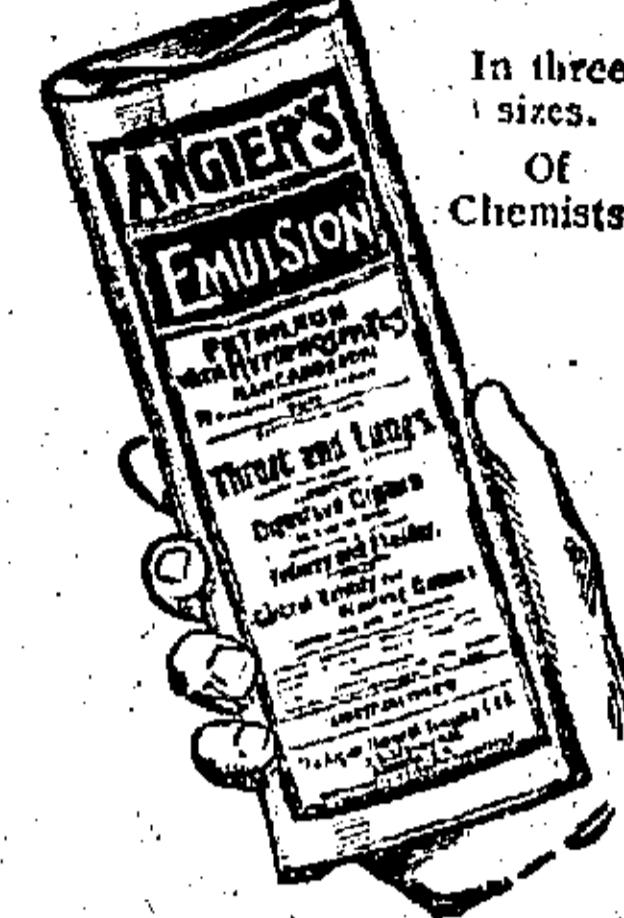
TESTIMONIAL FROM A NURSE.

Kirchen Road, West Ealing.

Dear Sirs.—I have derived so much benefit from Angier's Emulsion that I feel I ought to testify to its worth. I have taken it regularly for some weeks and I am now quite cured of a very troublesome cough, which I had had all the winter. I also feel much stronger, and my digestion, which has long been weak, is so much improved that I hope by continuing with the Emulsion a little longer to be cured in that respect also. I shall gladly recommend your Emulsion at every opportunity.

(Signed) A. CHESSIRE.

THE ANGIER CHEMICAL CO. LTD., 33 NEW HILL, LONDON, ENGL.



In three sizes.
Of Chemists.

PREMIUM BONDS

WE are the largest dealers in the world in these attractive securities.

WHAT ARE THESE BONDS?

They are high-class and absolutely safe securities, payable to bearer, issued by the various Governments and Municipalities of Europe; they are redeemable by periodical drawings, either with Cash Premiums varying from £40 to £40,000, or, at the very least, at their full nominal value.

EASY PAYMENTS.

We sell these Bonds singly or in combinations of the most advantageous ones, payable by convenient Monthly Instalments ranging from 15s. to £20.

Write for Handbook, sent post free.

MELVILLE, GLYN & CO., BANKERS, 5, RUE DE LA BOURSE, PARIS (France).

254

A POWERFUL DISINFECTANT



AND
GERMICIDE.

PULICIDE.

MOST EFFECTIVE IN PREVENTING PLAGUE, CHOLERA, MALARIA, ETC. BY DESTROYING FLEAS, MOSQUITOS AND ALL NOXIOUS INSECTS AND VERMIN AND ALL DISEASE GERMS.

AS SUPPLIED TO AND RECOMMENDED BY THE SANITARY DEPARTMENT, HONGKONG, AND USED BY THE GOVERNMENT OF INDIA.

CHEAP. HARMLESS. CONVENIENT. EFFECTIVE.

DIRECTIONS.—A teaspoonful (quarter pint) to be added to a pailful (three gallons) of water. To be used for washing floors, clothes, utensils, etc., etc.

A. S. WATSON & CO., LIMITED.

HONGKONG, CHINA AND MANILA.

CHEMISTS BY APPOINTMENT TO

HIS EXCELLENCY THE GOVERNOR.

123

SHACKELL'S "SEAL" RED PRINTING INK

IS ABSOLUTELY THE BRIGHTEST RED ON THE MARKET.

SAMPLE GRATIS

SHACKELL EDWARDS & CO., LTD.

PRINTING INK MAKERS.

ESTABLISHED 1786.

HEAD OFFICE—5, RED LION PASSAGE, FLEET STREET, LONDON, E.C. Hongkong, 16th October, 1907.

176

A TACK & CO., LTD.

26, DES VŒUX ROAD, CENTRAL.

A LING & CO., LTD.

19, QUEEN'S ROAD, CENTRAL.

FURNITURE AND PHOTO GOODS STORE.

Photographic Goods of every Description in Stock.

Developing and Printing Undertaken.

Hongkong, 31st July, 1907.

[1443]

Developing and Printing Undertaken.

Hongkong, 31st July, 1907.

[1443]

SHIPPING.

ARRIVALS.

CARL DIEDERICHSSEN, German str., 774, J. Kayor, 11th Feb.—Hoilo 10th February, General—Johnson & Co.
CHUNGANG, British str., 1,418, W. E. Sauer, 11th Feb.—Passeurane 1st Feb., Sugar—Jardine, Matheson & Co.
DOETMUND, German str., 3,300, M. Malchow, 12th Feb.—Singapore 4th Feb., General—Hamburg-American Line.
GERMANY, German str., 1,741, C. Jurgenssen, 12th Feb.—Saigon 5th February, Rice—Johnson & Co.
GLENROY, British str., 3,141, T. Darke, 12th Feb.—London and Singapore 5th Feb., General—McGregor Bros. & Co.
HELENA, American gunboat, 1,379, Hughes, 12th Feb.—Savoy 11th February.
KAISERIN ELIZABETH, Austrian cruiser, 4,000, Herkberg, 10th Feb.—Shanghai 8th Feb.
PAKLAU, German str., 1,013, J. Wenzel, 12th Feb.—Bangkok 4th Feb., Rice—Battaford & Swire.
PRINCESS ALICE, German str., 6,720, P. Grosch, 12th Feb.—Hamburg and Singapore 8th Feb., Mails and General—Melchers & Co.
RAJAH, German str., 2,100, R. Peterson, 11th Feb.—Bangkok via Angthin 2nd February, Tenkwood, Rice and Salt—Order.
SUVIRIC, British str., 4,016, W. S. Shatto, 12th Feb.—Manila 9th Feb., General—Dowdell & Co.
TAMING, British str., 1,350, A. Sonnerville, 12th Feb.—Manila 9th Feb., General—Battaford & Swire.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
12th February.
Empress of China, Bill str., for Vancouver.
Glenroy, British str., for Shanghai.
Headley, British str., for Singapore.
Hikosan Maru, Japanese str., for Kuching.
Kwongkang, British str., for Shanghai.
Lockwood, Chinese str., for Shanghai.
Tapanis, Dutch str., for Amoy.
Wong, British str., for Shanghai.
Zafra, British str., for Manila.

DEPARTURES.

12th February.
BANGKOK, German str., for Bangkok.
CAPE CORSO, British str., for Kuching.
CHENAN, British str., for Shanghai.
CHINHUA, British str., for Canton.
GENGOLO, British str., for Amoy.
HANOI, French str., for K. C. Wan.
LIANGCHOW, British str., for Iloilo.
SIGNAL, German str., for Swatow.
SUNGKANG, British str., for Cubi.
TUNGHU, Norwegian str., for Saigon.
YASON, British str., for Shanghai.
YUENHANG, British str., for Manila.

VESSELS IN DOCK.

February 12th.
ABERDEEN DOCK—Ruyan Maru.
KOWLOON DOCK—H.M.S. Whiting, Turlac, Tashin, Minas de Batan, Patria, Japan.
COSMOPOLITAN DOCK—Glenroy.

VESSELS ON THE BERTH.

NAVIGAZIONE GENERALE
ITALIANA.
(Florio and Rubattino United Companies.)

STEAM FOR BOMBAY
VIA SINGAPORE AND PENANG.

Having connection with Company's Mail
Steamers to PORT SAID, MESSINA,
NAPLES, LEGHORN and GENOA, also
VENICE and TRIESTE, all MEDITERRANEAN,
ADRIATIC, LEVANTINE and
SOUTH AMERICAN Ports up to CALLAO.
(Taking cargo at through rates to PERSIAN
GULF and BAGDAD, also BARCELONA,
VALENZA, ALICANTE, ALMERIA and
MALAGA.)

THE Steamship

"ISCHIA."
Captain Belzito, will be despatched as above
on TUESDAY, the 16th inst., at Noon.
For further particulars regarding Freight
and Passage, apply to

CARLOWITZ & Co.,
Agents.

Hongkong, 12th February, 1909. [4]

FOR SHANGHAI, YOKOHAMA, KOBE
AND MOJI.

THE Steamship

"GREGORY APCAR."
Captain S. H. Belzito, will be despatched for the
above Ports on THURSDAY, the 18th Febr.,
at Noon.

This Steamer has superior accommodation for
passengers, is installed throughout with Electric
Light and carries a duly certified doctor.

For Freight or Passage, apply to

DAVID SASSOON & Co., LTD.,
Agents.

Hongkong, 11th February, 1909. [33]

REGULAR STEAMSHIP SERVICE.
(WITH LIBERTY TO CALL AT MALABAR
COAST).

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK.
S.S. "SURIKA" About 23rd Febr.
For Freight and further information, apply to
DODWELL & CO., LTD.,
Agents.
Hongkong, 23rd January, 1909. [172]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR
FIUME AND TRIESTE (DIRECT),
Calling at SINGAPORE, PENANG,
COLOMBO, BOMBAY, KARACHI,
ADEN, SUEZ and PORT SAID.
(Taking cargo at through rates to the BRAZILS
to PERSIAN GULF, RED SEA, BLACK SEA,
LEVANT, VENICE and ADRIATIC
PORTS).

THE Company's Steamship

"SILESIA,"
Capt. Radenich, will be despatched as above
on THURSDAY, the 25th February, 1909.

This Steamer has capital accommodation for
passengers, electric light and carries a doctor
and stewardess.

For information as to Passage and Freight,
apply to

SANDER, WIELER & Co.,
Agents.
Princes Building, [3]

Hongkong, 26th January, 1909. [3]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h" midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & REG.	BERTH	CAPTAIN	POE FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c. VIA USUAL PORTS OF CALL.	BRITANNIA	Brit. str.	—	S. Barham	P. & O. S. N. Co.	On 20th inst., at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	MAITLA	Brit. str.	—	W. F. Grossy, E.N.E.	P. & O. S. N. Co.	About 24th inst.
BREMEN & HAMBURG VIA STRAITS, &c.	ANDALUSIA	Ger. str.	k.w.	Hans	HAMBURG-AMERIKA LINIE	On 25th inst.
ROTTERDAM & HAMBURG VIA STRAITS, &c.	WESTPHALIA	Ger. str.	k.w.	Peter	HAMBURG-AMERIKA LINIE	On 25th inst.
HARVE & HAMBURG VIA STRAITS, &c.	SILAVONIA	Ger. str.	k.w.	Broo	HAMBURG-AMERIKA LINIE	On 5th March.
MARSEILLES, &c., VIA PORTS OF CALL.	SAXONIA	Ger. str.	—	R. Homma	MESSAGERIES MARITIMES	On 17th inst., at 1 P.M.
MARSEILLES, LONDON & ANTWERP, &c.	POLYNESIA	Fr. str.	—	NIPPON YUSEN KAISHA	On 17th inst., at D'light	On 17th inst.
MARSEILLES, LONDON & ANTWERP, &c.	SANGKI MARU	Jap. str.	—	MELCHERS & Co.	On 23rd inst.	On 23rd inst.
MONTGOMERYSHIRE	MONGOMERYSHIRE	Brit. str.	—	JARDINE, MATTHESON & Co., LD.	On 23rd inst.	Silk and Valuables.
CONSTANTIA	CONSTANTIA	Brit. str.	k.w.	Habel	HAMBURG-AMERIKA LINIE	On 28th inst.
AWA MARU	AWA MARU	Jap. str.	—	A. Keith	NIPPON YUSEN KAISHA	On 3rd Mar., at D'light
MACEONIA	MACEONIA	Brit. str.	—	C. Bennett, E.N.E.	P. & O. S. N. Co.	On 20th March.
ATRECTA MARU	ATRECTA MARU	Jap. str.	—	W. Thompson	HAMBURG-AMERIKA LINIE	On 16th inst., at 1 P.M.
PRINCESS ALICE	PRINCESS ALICE	P. E. LUITPOLD	Ger. str.	H. Kirchner	MESSAGERIES MARITIMES	On 24th inst.
TRIESTE, &c. VIA SINGAPORE, &c.	SILESIA	Aus. str.	—	G. Grosch	NIPPON YUSEN KAISHA	On 10th March.
YEDDO	YEDDO	Brit. str.	—	Radonisch	MELCHERS & Co.	On 25th inst.
SHOROGA	SHOROGA	Brit. str.	2 m.	Dodwell & Co., LTD.	On 25th inst.	On 25th inst.
EMPEROR OF CHINA	EMPEROR OF CHINA	Brit. str.	1 m.	C. Canadian Pacific R. Co.	On 24th inst.	On 24th inst.
MONTEAGLE	MONTEAGLE	Brit. str.	—	DODWELL & CO., LTD.	On 2nd March, at Noon.	On 2nd March.
SEVERIO	SEVERIO	Brit. str.	—	S. J. G. Parson	On 16th inst., at Noon.	On 16th inst.
IVY MARU	IVY MARU	Jap. str.	—	G. S. Lapraik	NIPPON YUSEN KAISHA	On 2nd March, at Noon.
NIKOU MARU	NIKOU MARU	Jap. str.	—	J. Minssen	MELCHERS & Co.	On 19th inst., at Noon.
YAWATA MARU	YAWATA MARU	Jap. str.	—	T. Seike	NIPPON YUSEN KAISHA	On 10th March.
TAIYAU MARU	TAIYAU MARU	Jap. str.	—	L. Dawson	BUTTERFIELD & SWIRE	On 25th inst.
NIKOU MARU	NIKOU MARU	Jap. str.	—	St. John George	BUTTERFIELD & SWIRE	On 25th inst.
NIKOU MARU	NIKOU MARU	Jap. str.	—	N. Yagi	BUTTERFIELD & SWIRE	On 8th April, at 4 P.M.
NIKOU MARU	NIKOU MARU	Jap. str.	—	G. W. Eddy	BUTTERFIELD & SWIRE	On 17th inst.
NIKOU MARU	NIKOU MARU	Jap. str.	—	F. E. Cope	BUTTERFIELD & SWIRE	On 22nd inst., at D'light
NIKOU MARU	NIKOU MARU	Jap. str.	—	R. Swain	BUTTERFIELD & SWIRE	On 17th inst., at Noon.
NIKOU MARU	NIKOU MARU	Jap. str.	—	Eddy	HAMBURG-AMERIKA LINIE	Quick despatch.
NIKOU MARU	NIKOU MARU	Jap. str.	—	C. R. Longden, E.N.E.	P. & O. S. N. Co.	On 15th inst., at 10 A.M.
NIKOU MARU	NIKOU MARU	Jap. str.	—	P. Grosch	JARDINE, MATTHESON & Co., LD.	On 15th inst., at 10 A.M.
NIKOU MARU	NIKOU MARU	Jap. str.	—	Y. Fuseno	OSAKA SHOSEN KAISHA	On 15th inst., at 8 A.M.
NIKOU MARU	NIKOU MARU	Jap. str.	—	Lancelin	MESSAGERIES MARITIMES	On 15th inst., at 8 A.M.
NIKOU MARU	NIKOU MARU	Jap. str.	—	Sandbach	BUTTERFIELD & SWIRE	On 15th inst., at 8 A.M.
NIKOU MARU	NIKOU MARU	Jap. str.	—	S. H. Belzito	JARDINE, MATTHESON & Co., LD.	On 17th inst., at Noon.
NIKOU MARU	NIKOU MARU	Jap. str.	—	B. Bedouin	DODWELL & CO., LTD.	On 18th inst., at Noon.
NIKOU MARU	NIKOU MARU	Jap. str.	—	B. W. H. Snow	SANDER, WIELER & Co.	On 19th inst., P.M.
NIKOU MARU	NIKOU MARU	Jap. str.	—	A. Mocke	HAMBURG-AMERIKA LINIE	On 18th inst., at 8 A.M.
NIKOU MARU	NIKOU MARU	Jap. str.	—	Ijichi	NIPPON YUSEN KAISHA	On 17th inst., at 8 A.M.
NIKOU MARU	NIKOU MARU	Jap. str.	—	H. Murayama	OSAKA SHOSEN KAISHA	On 17th inst., at 8 A.M.
NIKOU MARU	NIKOU MARU	Jap. str.	—	H. Yamamoto	OSAKA SHOSEN KAISHA	On 17th inst., at 8 A.M.
NIKOU MARU	NIKOU MARU	Jap. str.	—	Pendr	JAYA-CHINA-JAPAN LINIE	On 17th inst., at 8 A.M.
NIKOU MARU	NIKOU MARU	Jap. str.	—	J. W. Evans	DODWELL & CO., LTD.	On 16th inst., at 8 A.M.
NIKOU MARU	NIKOU MARU	Jap. str.	—	J. W. Rodger	BUTTERFIELD & SWIRE	On 16th inst., at 8 A.M.
NIKOU MARU	NIKOU MARU	Jap. str.	—	A. Somerville	BUTTERFIELD & SWIRE	On 16th inst., at 8 A.M.
NIKOU MARU	NIKOU MARU	Jap. str.	—	S. J. Payne	JARDINE, MATTHESON & Co., LD.	On 16th inst., at 8 A.M.
NIKOU MARU	NIKOU MARU	Jap. str.	—	R. W. Almond	SIEHWA, TOMES & CO.	On 20th inst., at 10 A.M.
NIKOU MARU	NIKOU MARU	Jap. str.	—	A. W. Outerbridge	BUTTERFIELD & SWIRE	On 23rd inst., at 10 A.M.
NIKOU MARU	NIKOU MARU	Jap. str.	—	F. Weigall	JARDINE, MATTHESON & Co., LD.	On 20th inst., at Noon.
NIKOU MARU	NIKOU MARU	Jap. str.	—	H. Bohito	MELCHERS & Co.	Beginning of March.
NIKOU MARU	NIKOU MARU	Jap. str.	—	H. J. Arkwright	CARLOWIN & Co.	On 16th inst., at Noon.
NIKOU MARU	NIKOU MARU	Jap. str.	—	R. J. Tadd	NIPPON YUSEN KAISHA	On 19th inst., at Noon.
NIKOU MARU	NIKOU MARU	Jap. str.	—	P. J. van Emanwick	JAYA-CHINA-JAPAN LINIE	On 15th inst., at Noon.

NORDDEUTSCHER LLOYD, BREMEN
IMPERIAL GERMAN MAIL LINES.

FOR STEAMERS

TO SAIL

SHANGHAI,

PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, NAGASAKI, PALAWAN, MOJI, KOBE and YOKOHAMA	Capt. C. R. Longdon, R.N.R.	About 13th Febr.	Freight and Passage.
COPT. C. J. Denton, R.N.R.		14th Febr.	
KOBE		17th Febr.	Freight only.
BANCA			
SHANGHAI	Capt. B. W. H. Snow	About 19th Febr.	Freight and Passage.
DELTA		20th Febr.	
LONDON via USUAL PORTS	BRITANNIA	Noon, 20th Febr.	See Special
OF CALI	Capt. S. Barcham		
LONDON and ANTWERP	VIA SINGAPORE, PEN.	About 24th Febr.	Freight and Passage.
VIA SINGAPORE, PEN.	MALTA	About 24th Febr.	Freight and Passage.
ANG, COLOMBO PORT	Capt. W. F. Crossley, R.N.R.		
SAID and MARSEILLES			

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 11th February, 1909.

CHINA NAVIGATION CO., LTD.
SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
HONGKONG	"NINGPO" * "CHIHLI" * "TAMING" * "CHINHUA" * "TEAN" ...	On 15th Febr., 10 A.M.
HALIPHONG		On 16th Febr., 10 A.M.
MANILA		On 16th Febr., 3 P.M.
SHANGHAI		On 16th Febr., 4 P.M.
MANILA		On 23rd Febr., 3 P.M.
MANILA, ZAMBUANGA, THURSDAY ISLAND, COOK-TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH ...		
MANILA, ZAMBOANGA and AUSTRALIA	"CHANGSHA" ...	On 8th April, 4 P.M.
MANILA STEAMERS & TIENSIN STEAMERS	have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.	
AUSTRALIAN STEAMERS	have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried.	
SHANGHAI STEAMERS	have good Saloon Passenger accommodation and take cargo on through Bills of Lading to Yangtze and Northern China Ports.	
REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA		
TELEPHONE 36.	AND AUSTRALIAN PORTS.	

For Freight or Passage apply to—
Hongkong, 13th February, 1909.BUTTERFIELD & SWIRE,
AGENTS. 11

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG SOUTH CHINA COAST PORTS
AND FORMOSA.

SUBSAILINGS FROM HONGKONG—

FOR	THE CO'S S.S.	LEAVING
* TAMSUI via SWATOW	"JOSHIN MARU" * AMOY	SUNDAY, 14th Febr., at 9 A.M.
SHANGHAI via SWATOW	"BUJIN MARU" * AMOY & FOOCHOW	MONDAY, 15th Febr., at 6 A.M.
* TAMSUI via SWATOW	"SHINCHIKU MARU" & AMOY	ABOUT TUESDAY, 16th Febr.
ANPING via SWATOW	"SHOSHO MARU" & AMOY	WEDDAY, 17th Febr., at 8 A.M.

* These new Steamers have excellent accommodation for First and Second Class, Passengers and are fitted throughout with Electric Light. First-class Cabins Amidships. Unrivalled Table.

† Taking Cargo on through Bills of Lading to all Yangtze and North China Ports.

For Freight, Passage and further information, apply at the Company's Local Branch Office, Second Floor, No. 1, Queen's Buildings. Hongkong, 13th February, 1909.

T. ARIMA, Manager [13]

INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

FOR	STEAMERS	TO SAIL
SHANGHAI via SWATOW	"AMARA" ...	Sunday, 14th Febr., D'light
SINGAPORE, PENANG & CALCUTTA	"LAISANG" ...	Monday, 15th Febr., Noon.
SHANGHAI	"CHOYSANG" ...	Wednesday, 17th Febr., Noon.
MANILA	"LOONGSANG" ...	Friday, 19th Febr., 4 P.M.
SANDAKAN	"MAUSANG" ...	Saturday, 20th Febr., Noon.
SH'AI, YOKOHAMA, KOBE & MOJI	"KUTSANG" ...	Tuesday, 2nd March, Noon.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.
The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is carried.

* Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newohwang.

‡ Taking Cargo on through Bills of Lading to Kudat, Labud, Datu, Simporna, Tawau, Jesselton and Labuan.

Telephone No. 61.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD., Hongkong, 13th February, 1909. GENERAL MANAGERS. [16]

DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST, HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING
"HAICHING" Capt. Passmore	SWATOW, AMOY & FOOCHOW	TUESDAY, 16th Febr., at Noon.
"HAIMUN" Capt. Evans	SWATOW	WEDDAY, 17th Febr., at Noon.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to DOUGLAS, LAPRAIK & CO., GENERAL MANAGERS. Hongkong, 13th February, 1909. [10]

NIPPON YUSEN KAISHA.

EXTRA PASSENGER SERVICE NEW STEAMERS—EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP VIA SINGAPORE, COLOMBO, SUEZ AND PORT SAID.

THE CO'S NEWLY BUILT 9000 TONS PASSENGER STEAMERS WILL BE DESPATCHED FROM HONGKONG AS FOLLOWS:

ATSUTA MARU (Capt. W. THOMPSEN) - About Wed. 7th April.

MIYASAKI MARU (Capt. W. BAINBRIDGE) About Wed. 5th May.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND-THE-WORLD.

For further particulars apply to

NIPPON YUSEN KAISHA.

Hongkong, 10th February, 1909. [93]

NIPPON YUSEN KAISHA.
(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE.	SANUKI MARU	6112	WEDDAY, 17th Febr., at Daylight.
PORE, PENANG, COLOMBO, and PORT SAID.	AWA MARU	6309	WEDDAY, 3rd March, at Daylight.
SEATTLE via SHANGHAI.	AWA MARU	6320	TUESDAY, 16th Febr., at Noon.
MOJI, KOBE, YOKKAICHI, and YOKOHAMA.	KAGA MARU	6301	TUESDAY, 2nd March, at Noon.
SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE.	YAWATA MARU	3917	FRIDAY, 19th Febr., at Noon.
NAGASAKI, KOBE and YOKOHAMA.	NIKKO MARU	5539	FRIDAY, 19th March, at Noon.
BOMBAY via SINGAPORE and COLOMBO.	KAGESHIMA MARU	4697	FRIDAY, 19th February.
KOBE and YOKOHAMA.	HITACHI MARU	6715	MONDAY, 22nd Febr., at Daylight.
KOBE	TAKASAKI MARU	4370	THURSDAY, 25th February.

* Omitting Yokkaichi.
† Fitted with Marconi's System of Wireless Telegraphy.
‡ Cargo only.

* Through Passengers Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO, MANAGER. [15]

HAMBURG-AMERIKA LINIE

HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES via STRAITS and COLOMBO to HAVEE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMeward.
FOR SHANGHAI, YOKOHAMA & KOREA.	FOR BREMEN & HAMBURG:
S.S. DORTMUND	S.S. ANDALUSIA
S.S. JILLYRIA	25th Febr.
S.S. SPEZIA	25th Febr.
S.S. AMBRA	10th March
S.S. BEISGAVIA	20th March
S.S. SILESIA	13th April
S.S. SUEVIA	18th April
S.S. SENEGAMBIA	10th May
S.S. SEGOVIA	17th May

Further Particulars, apply to

HAMBURG-AMERIKA LINIE,
Hongkong, 12th February, 1909. Hongkong Office. [12]

HONGKONG-MANILA.

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WOMAN'S PLACE IN THE WORLD.

A RETROSPECT.

[BY THE DUCHESS OF MARLBOROUGH IN
"THE NORTH AMERICAN REVIEW."]

Let us ascertain woman's place in the community at the time when nomadic life formed itself into groups, and, with the cementing of family ties, acknowledged woman to be supreme. And then let us follow her through the gradual narrowing and restricting of her sphere to the present day, when woman is at length attempting to re-establish the balance of primitive rights as well as to gain the economic and political equality civilization brings in its wake. Such a review will enable us to ascertain that women were not in the first place looked upon as the weaker or more negligible quantity. True, they were not the fighting portion of the race, but they were the organisers, custodians, guardians, and householders, transmitters of name and fortune, and, in many cases, electors and law-givers as well.

THE DUCHESS OF MARLBOROUGH.

Professor Thomas, in his interesting work "Sex and Society," tells us that "the maternal system of descent is found in all parts of the world where social advance stands at a certain level, and the evidence warrants the assumption that every group which advances to a culture state passes through this stage."

In Australia and Africa, with few exceptions, descent was formerly reckoned in the female line; on the continent of America, in China, and Japan traces of this system are found, and in parts of India it is still in full force. Among the American Indian tribes and the aborigines of Australia, missionaries and ethnologists are able to bear witness that "the women were the great power among the clans as everywhere else."

As a natural consequence, laws of rank and property follow the strictest maternal type, and women had in some cases the right to dismiss their husbands, keeping the children to succeed themselves and be members of their own clan.

THE WOMAN HOLDS PROPERTY.

Even after the establishment of the male system, the women still held property—a survival from maternal times. A form of divorce pronounced by a husband was: "Be gone! For I will no longer drive thy flocks to the pasture." Herodotus tells us: "Ask a Lycian who he is, and he will answer by giving his own name, that of his mother; and so on in the female line. Moreover, if a free woman marry a man who is a slave, their children are free citizens; but if a free man marry a foreign woman, even though he be the first person in the State, the children forfeit all rights of citizenship."

Professor Thomas's fascinating theory that the nominal headship of woman, within the maternal group, existed only in default of forms of activity fit to stimulate headship among the men, and when chronic militancy developed an organisation among the males, the political influence of the female was completely shattered.

Brings us to his conclusion "that, at a certain point in history, woman became an unfree class, precisely as slaves became an unfree class, because neither class showed a superior fitness on the motor side; and each class in regaining its freedom, because the race is substituting other forms of decision for violence"—a conclusion which brings us into more or less accord with the means of agitation and the powers of organisation the women's freedom leagues are now instituting. Motor force, whether in logical argument or convincing facts, is being amply demonstrated by those ladies who are sacrificing their freedom, time, wealth, and enjoyment for a cause in which they have not even the satisfaction of feeling that the whole of womankind upholds them. Women were superseded as law-givers because the balance of power was transferred to the men, "on account of the greater stimulus to activity induced by war." We would therefore look to the Hague Peace Conference to readjust that scale of influence by turning into less militant channels the motor activity which governs the occupations of the race.

THE WOMAN AS ORGANISER.

Primitive women were, as we have seen, the guardians of their children, the transmitters of name, the custodians of wealth, and, in many cases, the electors and law-givers. As organisers and householders they reigned supreme, and with them rested the responsibility of providing food when the hunter was unsuccessful. It was their duty to grow the grain and vegetables, and to prepare them for eating. Not only did they cook the products of the chase, but the skins, horns, and feet of the animals were theirs to use in various ways. Agriculture and industries were, therefore, started by women, and lay in their province—they were in fact the universal providers, and to their organising and productive powers men trusted absolutely.

The outcome of this closer attention of the woman to the industrial life is well seen among the ancient Hebrews, illustrated in Proverbs xxxi, verses 10-24. Woman had her province and was left its undisputed mistress as long as man had his catalytic energies sufficiently employed in the pursuit and killing of game. Once game became scarcer, life less nomadic and consequently more dependent on agriculture, man turned his activities to what had been the woman's share of work. With his greater strength and willingness to co-operate with his kind, he soon clears jungles and irrigates the land, and agriculture assumes such considerable dimensions and gains so much in importance that woman is relegated to doing man's bidding.

It is in my opinion the necessity to readjust herself to man, to be judged by his individual standard and to conform not whole personally to his ways of thinking, that has robbed women of the power, strength and influence she could have exerted as a united and independent majority. Why should women have a standard of right and wrong adjustable to the moral sense of the men to whom they may happen to belong by purchase, as in earlier days—by marriage, as in modern? How can any logical sequence in mind or action be expected of women under such prevailing conditions?

FATHERHOOD THE CRUEL EXIGIENCY.

In nearly all the Oriental nations faithfulness is the only virtue extolled in woman, the only one expected of her or seriously impressed upon her consciousness, and yet even that one stronghold of her soul could be destroyed at her husband's command, though she would be punished by death if she destroyed it without his permission.

What moral sense can be born of such anomalies? Surely blind obedience is not the school to produce a sense of responsibility or a moral code fit for others than slaves, and is pernicious in the last degree to a sentient and thinking being. The "Mahomedan" religion degraded woman even lower, consigning her, as far as psychology goes, to the level of beasts, forbidding her for ever the hope of future salvation. Man is taught to regard her as subordinate to his comfort and pleasure, but in no manner necessary to the development of those higher flights of ambition, utilitarianism, or philosophy his mind may lead him to. Is this attitude to be traced to the industrial value of woman, which, from the earliest times induced men to bargain for their wives, and, as they grew richer and the scope of their trade increased, to contract more than one marriage in order to increase their means of production? Very possibly, patriarchal days, the lust of gain and of

new conquests and the wish for more descendants lay at the root of the system. An idea has been projected that, if woman gain the franchise, England will become addicted to polygamy—woman being in the majority by a million and a half, and every woman insisting on the right to part of a husband. But the industrial value of woman in the upper and middle classes has so greatly decreased that it is to be feared more than one wife will hardly meet with favour in the eyes of the man who has to dress, feed, and amuse her.

So we study the position of women through the course of history, beginning with patriarchal days and proceeding with the cementing of family ties, acknowledged woman to be supreme. And then let us follow her through the gradual narrowing and restricting of her sphere to the present day, when woman is at length attempting to re-establish the balance of primitive rights as well as to gain the economic and political equality civilization brings in its wake. Such a review will enable us to ascertain that women were not in the first place looked upon as the weaker or more negligible quantity. True, they were not the fighting portion of the race, but they were the organisers, custodians, guardians, and householders, transmitters of name and fortune, and, in many cases, electors and law-givers as well.

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